









## DEATH TOLL IN WRECK IS FIVE; CREW CENSURED

Improper Handling Believed Cause of Freight's Wild Race.

### GENERAL MANAGER'S STATEMENT

Besides Crew, Two Others are Found and More May Be Buried Beneath the Debris—Injured Fireman is Dying, Brakeman is Better.

The toll of death in Thursday's terrible wreck on the Connellsville division of the Baltimore & Ohio railroad was placed at five Friday. It will likely grow. In addition to the five reported to have been killed, another is missing and the safety of one in doubt. Besides these, two other bodies were found in the wreckage. One was that of John Evans, a pumper who lived at Hyndman and the other supposedly a brakeman. Just what had been the cause of C. S. Gardner is in doubt. Although the official report of General Manager C. W. Galloway states that he leaped from his locomotive with Engineer George Kimmell, all other reports state that the fireman is still missing and he is supposed to have perished.

The train, which apparently handled itself in the conclusion reached by General Manager Galloway, who states that a thorough investigation will be made. Engineer Kimmell's statement declares positively that the proper safeguards were taken before the train started. The engine, the sand patch hill, but officials of the road cannot understand why the train was not held under control if all precautions had been observed.

With the death now standing at five, it is expected to be increased to six or seven more, according to the Oberlin hospital but Brakeman H. Henry Smith has some chance of recovery. He is also in the Cumberland hospital. Both men were resting better at noon. Specht's wife arrived in Cumberland from Waynesboro, Pa., today.

Engineer George Kimmell, who escaped by jumping from his locomotive, and Conductor Sylvester K. Ringler, who at one time resided in Connellsville, are not seriously hurt.

The body of Engineer C. W. Galloway, who was in command of the engine, was recovered at 10 o'clock last night.

The car and engines were piled in such a manner that the wrecking crews could not tell whether Martz had made an attempt to escape as his engine was leaving the rails, or had crawled through the debris to the last. His body was not seriously hurt.

Three visitors from the Greensburg Circle were present at the conclusion of the business meeting refreshments were served and a social session was held. There was a large attendance.

Last evening Mrs. Brown and Mr. Deemer accompanied by Mrs. Bitcher, Mrs. W. B. Getchell, Mrs. F. O. Goodwin and Mrs. James J. Barnhurst of the Connellsville Circle went to Uniontown and attended a meeting of the Circle at that place. The Circle was inspected.

**BURGLARS ROB HOME; LEAVE A FUR COAT WITH ANOTHER**

Garment is Found at Dwelling of a Neighbor, and Other Clothing Also Recovered.

OUNTAIN PLEASANT, Dec. 15.—On Wednesday night burglars forced an entrance into the South Eagle street home of Maxine Husband, widow of the late Mr. Husband, and stole a suitcase and a fur coat belonging to Miss Husband were taken.

The suitcase and two coats were thrown down outside the Husband residence and Miss Husband's fur coat was left at the home of Attorney George W. Baker farther down the street.

No reason is known why Miss Husband's coat was left at Warden's door but that the thief could be traced by having it.

### WEST PENN ELECTRIC CO. MEN HOLD BIG BANQUET

Superintendents and Solicitors Attend Fourth Annual Dinner and Dance, held After Monthly Meeting.

The fourth annual banquet of the West Penn Electric Company superintendents and solicitors at the New Zimmerman House, Greensburg, on Wednesday was attended by 55 representatives from Connellsville, Scottdale, Uniontown, Pittsburgh, Waynesboro, Cambria City, Monaca, and West Newton, Monongahela City, Charleroi, Sewickley, New Kensington, Saltsburg, Leechburg, Butler, Kittanning, Latrobe, Irwin, and Greensburg offices.

Elaborate preparations marked the event. Superintendent of Linnville, Wm. Kenney, of Connellsville, was master of ceremonies. Addresses were by W. S. Anderson, Chief Clerk, Connellsville; Superintendent H. P. Chambers, E. D. Drayton, statistician, and Thomas S. Henderson, manager new business department, all of Pittsburgh; Superintendents F. W. Mosier, Kittanning; F. W. Clark, Co. B, 142nd Pennsylvania Volunteers, Infantry, and others.

Proceeding the meeting was the regular monthly meeting of superintendents and solicitors in the hotel parlors. Mr. Kenney was in charge of the first series of speakers. Superintendent William S. Anderson, of Greensburg, the second, open session. Papers were: "The Electric Motor versus the Gas Engine," E. L. Barnard, Connellsville, and "Meter Reading," L. T. Jackson, Irwin. A few short addresses were made.

The "First Aid" plans of the company were discussed and will be brought up in the January meeting in Connellsville.

**LADIES' CIRCLE, G. A. R., IS  
INSPECTED; OFFICERS CHOSEN**

Annual Visit of Department Officers is Made to Connellsville—Mrs. Moore is President.

Mrs. Lydia Brown, of Pittsburgh, Departmental President, and Mrs. Mary Deemer of Greensburg, president of the Ladies' Circle, the Grand Army of the Republic, inspected the Connellsville Circle No. 100, at its regular meeting Thursday afternoon in Odd Fellows' Hall. It was the annual visit of the officers and the Circle was found to be in excellent condition.

Following the inspection, a general election of officers was held which resulted as follows: President, Mrs. Clinton Moore; Vice President, Mrs. James J. Barnhurst; Junior Vice President, Mrs. Sistrone, of Scottdale; Treasurer, Mrs. Caroline Chambers Ringler; Guide, Mrs. Anna McCorckle; Chaplain, Mrs. David Bitcher; Secretary, who will be appointed at a later meeting.

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### OFFICERS INSTALLED

Rebekah Lodge at Smithfield Holds Annual Ceremonies.

The installation of officers of Lady Gallatin Rebekah Lodge, No. 899 of Smithfield, was conducted Thursday evening by District Deputy Marshal John F. Bailey, of No. 32. The officers installed were as follows:

John F. Bailey, Grand Master.

W. H. Stuck, Grand Chaplain.

Samuel D. Stuck, Grand Treasurer.

John F. Bailey, Grand Guardian.

John F. Bailey, Grand Secretary.

John F. Bailey, Grand Auditor.

John F. Bailey, Grand Historian.

John F. Bailey, Grand Librarian.

John F. Bailey, Grand Chaplain.

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## THROUGH RATE FOR INDIAN CREEK COAL IS ASKED OF B. & O.

**President Hood States His Line's Attitude on Charges.**

### CITES THE LIGONIER VALLEY

**Declares Trunk Line Should Make the Meyersdale Rate Apply to Points on His Line and Share the Proceeds of Shipments, Demand too Expensive.**

**Special Examiner John S Burchmore or the Interstate Commerce Commission, Washington has notified President Charles F Hood of the Indian Creek Valley Railroad Company, that the hearing of the case of Gen L. Prinkley against J Prinkley, Indian Creek Valley coal operators against the Baltimore & Ohio and the Indian Creek Valley railroads, in view of producing competitive freight rates, will be held in January.**

The question has never been adjudicated in a manner satisfactory to either the Indian Creek Valley railroad or its shippers. If the point sought by President Hood is carried—that the Baltimore & Ohio should extend the Meyersdale rate to Valley points, and pay the Indian Creek Valley line a percentage of the difference in the train development of the thin vein coal field would be rapid. This development would be of considerable importance to Connellsburg. This community would share the prosperity resulting from the Indian Creek valley's coal.

Washington has the city suggested by Examiner Burchmore, but an effort is being made to have the hearing in Pittsburgh. The exact date and place will be set later.

A preliminary statement of the situation in the Indian Creek Valley was sent to the examiner by President Mr. Hood, together with maps showing the relative positions of the different thin vein coal fields of which those traversed by the Indian Creek Valley railroad are a part of the combined thin vein coal with the Pennsylvania and Pittsburgh & Ohio railroads.

All the designated fields or divisions of the main field with the exception of Indian Creek and New Centerline or Laurel Hill Creek, as is sometimes called, now enjoy competitive rates.

The Indian Creek field extends to the outer end of the Pittsburgh (Connellsville) coking seam and it seems to us should be included in the Meyersdale district rates. The rate has already been extended to the entire field by the Baltimore & Ohio railroad. This is the present connecting point of their line with ours as now constructed. Our proposed line comes back to their main line at Rockwood. This was brought about by the combination of the B & O. & Belvidere Railway Company with ours. It is all Indian Creek Valley railway company property now.

We have several locations both at Indian Creek and Rockwood to the house and branch lines and State Lines railroad on Western Maryland. The situation is as follows:

All the designated fields excepting those two reached by us and the Ligonier field are served by the Baltimore & Ohio main line and branches. The Ligonier Valley line connects with the Ligonier Valley line and with the Pennsylvania and we understand divides the rate with them. This places them all on competitive basis except the two fields covered by our lines.

This brings the question down to a matter of equipment. At present we have but three locomotives and about twenty cars just enough for local needs. All other equipment is furnished by the Baltimore & Ohio Railroad Company on demand basis. Our mining is original coal products and is worth to the Baltimore & Ohio Railroad Company about \$60,000 per year and steadily growing.

To handle coal to the seaboard would require about 15 cars for each car loaded at the mines as about two thousand men can be used all day can be done reasonable expenses. This would require a very heavy investment for even a small output of coal which could only be sold on a high market with a rate over connecting lines to which our local would have to add. We have nothing standing on side tracks but fixed charges keep moving.

We would be glad to accommodate our shippers if we could, but we cannot secure capital for equipment under the circumstances even if we were willing to assume the risk. At present only one mine is being operated shipping the coal to the seaboard. The Prinkley mine, another competitor is not operating. Prinkley is waiting for a settlement of the rate question. The Indian Head Coal Company is now opening a mine at Indian Head.

"The Mellon interests of Pittsburgh own about 15,000 acres of coal along our line from Mill Run Junction to Champion. They recently made three openings and wish to ship. Presumably they will also file complaint unless the rate should be adjusted. In the event of such a rate adjustment the company will have mined by the end of the year 4,000,000 tons.

**Dominion Coal Production**

The output of the Dominion Coal Company for November was 400,000 tons.

Secretary Cory stated that

unless the rate should be adjusted in the event of such a rate adjustment the company will have mined by the end of the year 4,000,000 tons.

**Rope Handage for Mine.**

The Elizabeth mine of the United Coal Company has taken out electric motor handage and installed a rope haulage system on the endless rope plan.

them have timber interests. The coal shipped by Rogers goes east, I think, to Baltimore. The lumber traffic is all points principally to the Connellsburg coke region. Our stockholders have many other interests but I am afraid to go into them.

Our line, as at present constructed covers about 22 miles of main line is standard gauge, 35 pound steel of good construction with maximum grade of two per cent, and curvature of 18 degrees. It is built through very rugged mountain country, and cost a little over \$600,000.

I do not think it necessary to call more than three witnesses. Rogers Prinkley and myself unless the two other men desire to have more. That is a matter for them to decide. I hold myself ready to furnish you with any information you may desire.

It is my opinion that Pittsburg would be better if it

be arranged.

In their petition to the Interstate Commerce Commission last May Rogers and Prinkley said that all other shippers on the line and themselves were agreed to the same and names were referred to their agents from Meyersdale the Baltimore & Ohio railroad road name what was called the Meyersdale rate "as follows:

About 212 miles \$1.60 per ton. But those 100 miles for shipment inside capes \$1.80 per ton. But those 100 miles for shipment outside capes 212 miles \$1.80 to Philadelphia, all rail ship

ments 302 miles \$1.60 to Philadelphia, to piers for shipment inside capes 203.9 miles \$1.80 per ton.

Further claim is that the combination of rail and water on the Indian Creek Valley railroad, using Rogers

Mill as a base were:

To Baltimore all rail shipments about 288 miles \$1.80 per ton to Baltimore to piers for shipment inside capes 273 miles \$1.65 to Baltimore to piers for shipment outside capes 288 miles \$1.80 to Philadelphia all rail ship

ments 359.8 miles \$1.80 to Philadelphia to piers for shipment inside capes 361.7 miles \$1.80 to Philadelphia, for shipment outside capes 361.7 miles \$1.80 per ton.

Rogers and Prinkley maintained that those charges were excessive unreasonable and unlawfully discriminatory favoring all other shippers of coal in the thin vein coal region who's plants are located on our own branch lines to the injury and detriment of the complainants.

**WESTERN OHIO MINERS ON A STRIKE, 1,000 QUIT WORK**

**Walkout Follows a Five Day Conference Which Resulted in a Refusal to Grant Extra Pay.**

**WHEELING, W. Va., Dec. 14.** About 1,000 miners in the Eastern Ohio coal fields struck today and the adjournment of a conference here after failure to agree between the operators and the miners on the miners' demands.

About 400 miners at Belmont county, Ohio struck demanding the reinstatement of three men who had been discharged at Crescent, Belmont county 600 quit alleging the scales were being tampered with.

Volunteers from DiKeen Run and

Earl Kellar of the Connellsburg

large was at the wheel line chief John Haddock directed that the men

would be taken to Wheeling by bus.

The miners quickly turned chemicals on the blaze and it was soon under control. The loss is estimated between \$100 and \$150.

The last house was totally destroyed.

The building was damaged considerably.

Dr. Charles H. King, a

member of the Presbyterian church at the home of Dr. G. B. Peete, for a time the entire town was threatened and citizens declared the town would have to run high into the thousands but for the prompt and efficient action of the Connellsburg department.

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